



FAIRCHILD AIR FORCE BASE  
Supplement 1

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*Flying Operations*

**C/KC-135 AIRCREW EVALUATION CRITERIA**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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**AFI 11-2KC-135 Vol 2, 1 July 2000 is supplemented as follows:** This supplement establishes local evaluation criteria and suggested evaluation profiles for 92d Air Refueling Wing (92 ARW) KC-135 aircrew members. This supplement applies to all KC-135 aircrew assigned or attached to the 92d Operations Group (92 OG). It does not apply to the Air National Guard or Air Force Reserve Command. Submit suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, to 92d Operations Group Aircrew Standardization and Evaluation (92 OG/OGV), 101 W. Arnold Avenue, Fairchild AFB WA 99011-8504. Unless otherwise specified, the commander 92d Operations Group (92 OG/CC) is the waiver authority for this supplement. Place this supplement behind AFI 11-2KC-135, Volume 2. The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS), covers required information. The authority for maintenance of ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), and Executive Order 9397. Records disposition: Ensure all records created by this supplement are maintained and disposed of IAW AFMAN 37-139, *Records Disposition Schedule*. This document is new and must be completely reviewed.

5.1. **General.** This supplement establishes and defines local evaluation areas and criteria for use on KC-135 aircrew qualification evaluations. It also establishes suggested flight evaluation profiles.

5.2. (Added) **Air Force Form 3862, Aircrew Evaluation Worksheet.** 92 OG/OGV will produce all AF Form 3862 overprints. All overprints will include all applicable Headquarters Air Mobility Command (HQ AMC), 18th Air Force (18 AF) and 92 OG special interest items/areas. Current overprints will be published on the 92 OG/OGV intranet site. 92 OG/OGV will ensure current overprinted AF Forms 3862 are stocked in the flight examiner supply cabinet in base operations.

5.3. (Added) **Suggested Flight Evaluation Profiles.** The following are suggested flight evaluation profiles for examiner and examinee convenience only; any profile that meets the requirements of AFI 11-202, Volume 2 *Aircrew Standardization/Evaluation Program* and AFI 11-2KC-135, Volume 2 is acceptable.

All initial copilot (CP), aircraft commander (AC) and instructor pilot (IP) evaluations (to include re-qualification evaluations for individuals unqualified for a period of more than two years) will require the crew to accomplish their own mission planning; they will not use the 92d Operations Support Squadron Employment and Tactics Flight (92 OSS/OSK) dispatch program. The crew will notify 92 OSS/OSK dispatch of this requirement no later than 24 hours prior to planned takeoff to preclude them from unnecessarily planning the mission. Recurring pilot flight evaluations may use the dispatch program at the discretion of the examinee's squadron commander. Flight examiners will record trend grades for all HQ AMC, 18 AF and 92 OG special interest items/areas for all evaluations. These trend grades will be tracked and reported to the Stan/Eval Board (SEB) during the quarterly SEB meeting.

5.3.1. (Added) Suggested Pilot Flight Evaluation Profile. **Table 5.1. (Added)** contains a suggested profile for CP, AC and IP flight evaluations. IP candidates receiving an initial instructor flight evaluation must demonstrate one of the following flight maneuvers: simulated three engine rudder power off approach and go around; simulated jammed stabilizer approach or landing attitude demonstration. The flight examiner will determine the maneuver to be accomplished and inform the examinee prior to the mission briefing. IPs receiving recurring or no-notice evaluations need not accomplish one of the above listed maneuvers but must demonstrate instruction throughout the flight.

**Table 5.1. (Added) Suggested CP, AC and IP Flight Evaluation Profiles.**

<b>Flight Item</b>	<b>Comments</b>
Mission preparation and briefing	
Emergency Procedures Evaluation (EPE)	
Pre-flight, taxi, takeoff, departure and enroute navigation	
Air refueling to include rendezvous and emergency separation	
Descent/arrival	
Holding	
Precision instrument approach	IP/AC- simulated three engine; CP- four engine
Touch and go landing	
Simulated engine failure/takeoff continued	N/A CP
Non-precision instrument approach	Circling if available; IP/AC- simulated three engine; CP- four engine
Go around/missed approach	IP/AC- simulated three engine; CP- four engine
30 degree flap approach and landing	N/A CP
Visual Flight Rules (VFR) traffic pattern	Weather permitting
Right seat instrument approach and landing	Dual seat qualified ACs.
Full stop landing	ACs- will be accomplished in the left seat
Post mission paperwork and debriefing	
Flight manuals/associated directives check	

**NOTE:** Differences between KC-135R and KC-135T series aircraft will be discussed on all evaluations. If the examinee is multi-point refueling system (MPRS) certified and the evaluation does not include MPRS refueling, the flight examiner will discuss MPRS-specific differences in the EPE.

5.3.2. (Added) Suggested Navigator Flight Evaluation Profiles. The suggested flight evaluation profile for mission navigators (MNs) and instructor navigators (INs) is: Mission planning (92 OSS/OSK dispatch is acceptable for recurring MN evaluations), EPE, preflight, departure, general navigation, rendezvous, air refueling, general navigation, post-flight, debriefing and publications check.

5.3.3. (Added) Suggested Boom Operator Qualification/Mission Evaluation Profiles. The suggested profile for recurring mission boom operator (MB) and instructor boom operator (IB) flight evaluations is: preflight, takeoff, after takeoff/climb, cruise, air refueling (to include normal contact, tanker manual operation contact and emergency separation), descent, post-flight and debrief, EPE and publications check. IBs must demonstrate instruction throughout the flight. Initial IB flight evaluations will include a student boom operator accomplishing the required areas and sub-areas for a recurring evaluation while being instructed by the examinee. The instructor candidate will perform a student briefing and critique. If no student boom operator is available, the flight examiner may act as the “student.”

**NOTE:** Differences between KC-135R and KC-135T series aircraft will be discussed on all evaluations. If the examinee is MPRS certified and the evaluation does not include MPRS refueling, the flight examiner will discuss MPRS-specific differences in the EPE.

5.3.4. (Added) Suggested Boom Operator Mission (Cargo) Evaluation Profile. The suggested profile for initial and recurring MB and IB cargo loading evaluations is: either plan an actual load or review/correct a load plan provided by air terminal operations center personnel, and load and secure cargo on the aircraft.

5.4. (Added) **EPE Topics.** **Table 5.2. (Added)**, **Table 5.3. (Added)**, and **Table 5.4. (Added)** are lists of recommended EPE topics for each crew position. This list is not all-inclusive, and flight examiners are encouraged to include topics that are of particular interest at the time of the flight evaluation. If the flight examiner suspects the examinee's knowledge of an area to be weak (based on mission preparation or in-flight performance), the flight examiner should use the EPE to explore that area further. Any HQ AMC, 18 AF or 92 OG special interest items/areas not observed during flight will be discussed during the EPE.

**Table 5.2. (Added) Recommended Pilot EPE Topics.**

Emergency Equipment
Parachute Preflight
Emergency Egress
Loss of Cabin Pressure
Ditching
Smoke and Fume Elimination
Hose Jettison (MPRS certified crewmembers only)
Landing With a Hose In Trail (MPRS certified crewmembers only)
Bailout
Engine Starting Malfunctions
Engine Fire on the Ground
Engine Fire/Failure During Flight
Engine Failure, Takeoff Continued
Landing Without Normal Left and/or Right Hydraulic System Pressure

**Table 5.3. (Added) Recommended Navigator EPE Topics.**

Emergency Equipment
Parachute Preflight
Emergency Egress (with passengers)
Loss of Cabin Pressure
Ditching
Smoke and Fume Elimination
Bailout
Landing Gear Alternate Extension
Main Flap Manual Operation
Alternate Boom Hoist
Hot Brakes
Hazardous Weather Avoidance

**Table 5.4. (Added) Recommended Boom Operator EPE Topics.**

Emergency Equipment
Parachute Preflight
Emergency Egress
Ditching
Smoke and Fume Elimination
Bailout
Pressure Air Refueling
Manual Boom Latching
Hose Jettison (MPRS certified crewmembers only)
Passenger Evacuation
Hazardous Cargo Jettison
Landing Gear Alternate Extension
Main Flap Manual Operation

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ARMS**—Aviation Resource Management System

**IB**—Instructor Boom Operator

**IN**—Instructor Navigator

**IP**—Instructor Pilot

**MB**—Mission Boom Operator

**MN**—Mission Navigator

**SEB**—Standardization/Evaluation Board

**VFR**—Visual Flight Rules

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